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The Daily Press.

HONGKONG, OCTOBER 31st, 1912.

Mr. CRISP, whose name has come into prominence in connection with the ten millions loan to China, excludes Japan from his international bank scheme, because he considers that Japan's pretensions in China should not be encouraged. But it would be folly to think that what Mr. Crisp terms Japan's pretensions could be suppressed or even checked by such means. Japanese statesmen can but smile at the idea, and no one acquainted with the politics of the Far East can suppose that Japan is likely to remain in her corner while every other Power is having a finger in China's pie. The partitioning of China is a possibility which is dreaded by Japanese statesmen. Count OKUMA has recently delivered himself of views which show him to be very pessimistic about China's future. He speaks of the Republic as Japan's "sick neighbour." He points to Tibet and Outer Mongolia clamouring for independence, with Great Britain fanning Tibetan activity and Russia behind the Mongolian agitation. The result, he anticipates, will be that these territories will be conceded a semi-independence—Tibet under a British protectorate, and Outer Mongolia under the Russians. In the case of Mongolia this prediction has since been to some extent fulfilled, for Russia has signified her recognition of the independence of Outer Mongolia. As Count OKUMA goes on to observe, these things will appear to many as beginning the partitioning of China, but he suggests that interna-

tional jealousies constitute China's safeguard in this respect. The Count's view of Japan's attitude is expressed in the following terms:—"For Japan there is no denying the fact that it is extremely troublesome and dangerous to have such an invalid as our next-door neighbour; but at the same time it is incumbent upon us as a well-wishing neighbour that we should nurse her to the end, and when she drops lifeless, as far as practical purposes are concerned, we should assume the whole responsibility of being China's guardian for the preservation and management of her enormous inheritance. In the discharge of these duties, Japan ought to forget all selfish considerations and make the sincerest efforts for the welfare of the Chinese people and conduct herself strictly upon the principle of equal opportunity. To partition China would only add to the burden we already have on our hands. In short, the best course to be followed by Japan is to work for the 'preservation of China' with sincerity, for the sake of peace in the Far East as well as for the universal welfare of humanity." Count OKUMA may be described as the Lord ROSENBERG of Japan. The views he expresses are his own and do not necessarily represent the public opinion of the country; but we nevertheless believe that public opinion in Japan is dead against aggression in China and all in favour of international guarantees to preserve China's integrity. The recent rumours of a Russo-Japanese alliance afforded an opportunity for much interesting discussion of the possibilities. A writer of some interesting speculations in one of the Japanese reviews defines three possible lines of policy. The first is to regard the Portsmouth Treaty merely as a truce until Russia has completed the double-tracking of the Siberian railway; in that case Japan's obvious course would be to wage war at once against Russia and drive her out of North Manchuria. The second plan would be to acknowledge Russia's position in Northern Manchuria, and insist in return upon an acknowledgement of Japan's claims in Southern Manchuria. "The destiny of the Far East," says the writer, "could be moulded by these two Powers in alliance." But he advocates neither of these policies. His plan is to neutralise Southern Manchuria. "To take possession of Southern Manchuria," he says, "is not our object at all; our goal will have been attained if the territory can remain safe and untouched by any ambitious intruder. The annexation of South Manchuria is not only incongruous with the shibboleth of the preservation of China, but also impracticable on account of our finances." When Mr. KNOX, the U.S. Secretary of State, proposed the neutralisation of the Manchurian railway it was reported that neither Japan nor Russia would countenance the idea. We can understand the attitude of Russia if she intends at some future date to take her revenge for the defeat she suffered in the war against Japan in 1904-5, but the objections of Japan are less easy to understand. It is recognised that when the Siberian railway is double-tracked, it would give Russia facilities for placing in Manchuria an army that would tax Japan's strength to the very utmost to meet, and it is obvious that Japan's national existence would be menaced thereby. International ownership of the Manchurian Railway would be her best protection. In any case the fact cannot be ignored that Japan's interest in the future of China is too big to be discouraged by any discrimination against her which Mr. CRISP may make in his financial arrangements.

A wireless telephone service is to be instituted between Tokyo and Yokohama.

The new Republican stamps, which will bear the portraits of President Yuan Shih-kai and Dr. Sun, will be issued on January 1st.

In the Golf tournament match played yesterday between Mr. Walkinshaw and the Rev. Foster, Pegg the latter won after the former was 5 up with 6 to play.

Bangkok is to be provided with a wireless station early next year. The Telefunken system has been selected, and the contract guarantees a range of 1,000 kms. by day and 2,500 kms. by night.

Christmas greeting cards from the Far East are a feature at Kelly & Walsh's just now. They are folding cards with the greeting in both English and Chinese tastefully embossed on the outside, while within is a photographic reproduction of a local view. They are just the thing to appeal to the public.

The marriage arranged between the Hon. Ian Maitland, only son of Viscount and Viscountess Maitland and grandson of the Earl of Lauderdale, and Ivy, elder daughter of Mr. and Mrs. James Bell-Irving, of Rokeby, Barnard Castle, will take place at St. Peter's, Eaton-square, on Monday, November 11th.

At the Magistracy yesterday two men were fined \$500 each by Mr. Irving for having been found in unlawful possession of opium.

Sentence of three months' hard labour with four hours in the stocks was the punishment meted out yesterday by Mr. Irving at the Magistracy to a Chinese who was convicted of demanding two dollars by menaces from another Chinese.

Two tram car accidents were reported to the police yesterday. In one case a woman of 40 years of age was knocked down by a tram in Des Vœux Road, and in the other case a salesman employed in the Market was knocked down. Both were removed to the hospital.

Yesterday afternoon, about half-past two, coolies in charge of a truck heavily laden with bricks, lost control of the vehicle in Garden Road, between the Tram-station and the Cathedral Path, with the result that the truck ran into the wall and a coolie was so badly hurt about the head that he had to be removed to hospital on an ambulance.

It has been pointed out to us that we were misinformed with regard to the forthcoming production of Oscar Wilde's "An Ideal Husband," at the Theatre Royal early in December. The production is not to be presented by the A.D.C., but by guarantors with the assistance of prominent local amateurs in aid of several charities. "An Ideal Husband" is Oscar Wilde's finest play, and owing to the ambitious nature of the production and the number of people engaged in it, rehearsals have already commenced in order to obtain the best results. It is sure to be looked forward to with the greatest interest by all lovers of the highest form of English Drama.

## THE SCARCITY OF WATER.

The long spell of dry weather has no doubt prepared people for the notices just published by the Water Authority in our advertisement columns. He informs the community that the rainfall has been much below the average and invites the co-operation of the public in preventing waste of water. Household in the City and Hill-district are informed that the services to houses in the rider main districts will be disconnected from the mains as soon as public fountains, from which a supply of water can be obtained, are erected in the streets.

## DEATH OF MR. J. H. LEWIS.

Many old residents of the Colony will regret to learn of the death in England of Mr. J. H. Lewis, senior partner of the firm of Messrs. Douglas, LaPraik & Co. Mr. Lewis, who began life on a sailing ship trading to the East, left the sea to become a clerk in the office of the firm, in which he became a partner in 1893. Mr. Lewis left the East, after a lengthy residence in Hongkong, about nine years ago, but revisited the scenes of his life's activities in 1909. The flag was at half-mast at the Company's office yesterday as well as on the steamer *Haiyang*.

## A HARBOUR STORY.

The quartermaster of the s.s. *Hulvard* reported to the police that on Tuesday morning two boats, approached the steamer as she lay at anchor in the harbour. Two men came on board and seized him, covering him with revolvers, and when this was accomplished ten others boarded the vessel and, proceeding to one of the holds, opened it and commenced to hoist bales of silk. They had hoisted six from the hold when the com-pradore's foki appeared on the scene, and the robbers, taking alarm, made off. When the quartermaster was released he alarmed the ship, and the officers and crew turned out, but by that time the robbers had got away.

## FIRE AT ELLIS KADOORIE SCHOOL.

In the early hours of yesterday morning the Fire Brigade turned out in response to a telephonic summons from the Ellis Kadoorie School that fire had occurred on the building. The school is being enlarged, and the outbreak happened in a portion in which the workmen are still engaged. When the brigade arrived they found that part of the flooring was ablaze, and, proceeding to tear down the woodwork, they soon had the satisfaction of learning that the fire was not of a very serious nature. With water carried in buckets they extinguished the flames, damage being limited to about \$100, mainly to woodwork. It is thought that some workmen may have carelessly thrown down lighted cigarette ends, which ignited the woodwork and smouldered for an hour or two before bursting into flame.

## THE STRIKE.

## THE MAGISTRACY.

The strike of ricksha pullers and chair bearers continued yesterday, but inquiries showed that the men were not very enthusiastic about abstaining from work, and as a matter of fact some did resume yesterday. As in the case of the printers last year, the men seem to be terrorised into following the policy advocated by certain guild leaders. Were they free agents, most of them would undoubtedly return to their places at once, but each is afraid of the other and of the men who are dragging them into the strike. The police report that the city was quiet on Tuesday, though one or two cases at the Magistracy yesterday suggest that intimidation is being carried on. We understand that the owners of the vehicles have approached the authorities with a view to urging measures for the suppression of the strike, and it is believed that if the police could put their hands on the leaders they would be banished. Yesterday, the streets were much the same aspect of quietness that they bore on the previous day, and people walked more in the city than they have perhaps done for months.

Yesterday one case against seven ricksha coolies for loitering was brought before Mr. Irving at the Magistracy, but his Worship intimated that he would not adjudicate upon it at present.

Several isolated instances of black-legging on the part of ricksha coolies are reported, but they were not very successful or profitable. It is said that one ricksha coolie from West Point took a fare as far as Wanchai on Tuesday night and was there set upon by coolies. He was glad to leave his ricksha in the street and return west by car. Another instance concerns a chair coolie who was charged by Sergeant Adlington with assaulting a coolie who was pulling a ricksha. The defendant stepped into the road in front of the ricksha and struck the complainant a blow in the face. It so happened that the fare was a ricksha proprietor and he jumped out of the vehicle and gave chase, finally capturing his man and handing him over to the police. He was sentenced to fourteen days' imprisonment.

A fight between coolies, ricksha and chair, took place in the eastern district on Tuesday night. When the police arrived on the scene a pitched battle was in progress, and one of the ringleaders was arrested.

In another instance three ricksha coolies appeared before the Magistrate charged with behaving in a disorderly manner. A Chinese detective said he heard one of the defendants call out to a ricksha coolie, "Don't pull rickshas or you will be killed." A chair coolie was charged before Mr. Irving yesterday with stealing a gold earring from a woman at Yau-mati. He told Sergt. Watt that he was on strike and had to get money from somewhere. He was found guilty and sentenced to six weeks' hard labour and to four hours in the stocks. A coolie who gave false testimony in connection with this case was fined \$3.

## THE PEAK BURGLAR.

The Chinese who gained notoriety by his successful series of thefts from dwelling houses in the Peak district and enhanced his reputation by his Jack Sheppard-like performance in breaking out of Victoria Goal appeared before Mr. Irving at the Magistracy yesterday. Prisoner, whose name is Wong Cheuk, alias Tsai Tin, was brought from Macao on Tuesday by Detective Sergeant Terrett and P.S. Appleton. When he entered the precincts of the Court with his hands manacled and one hand firmly held by a European officer he seemed pleased with himself, and smiled as he surveyed the escort of two European officers and four Chinese, evidently regarding the array as a tribute to his prowess and daring.

Inspector Watt, who was in charge, asked his Worship if he would take the case.

His Worship—Yes. Have you got the depositions?

Inspector Watt—Yes.

His Worship—The original ones?

Inspector Watt—No, not the original ones; they are in the office of the chief clerk. We have the committal warrants. The originals are with the Crown Solicitor.

Chief Detective Inspector Collett mentioned that a copy of the depositions was in the Magistrate's office.

His Worship—You want him committed to the Sessions?

Inspector Watt—Yes.

His Worship—To the November Sessions?

Inspector Watt—Yes.

His Worship then directed the interpreter to tell the defendant that the police were making application to have him committed to the November Sessions for trial instead of to the October Sessions.

Prisoner then stated, in reply to the questions addressed by his Worship, that he was Wong Cheuk alias Tsai Tin.

His Worship then adjourned the trial to the next day.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE WAR.

## AN ENVELOPING MOVEMENT BY THE ALLIES.

The junction effected by the Servians and Bulgarians at Ishtij followed on the Servian occupation of Kuprili, whence the Turks again retired in disorder.

The combined movements of the Greek, Servian and Bulgarian armies are now arresting attention. The Greek occupation of Tripotamos defies makes the capture of Verria certain. Simultaneously the two Bulgarian western armies are advancing rapidly down the valleys of the Struma and the Mesta towards their objective, Seres, situated on the trunk-railway connecting Thrace and Macedonia. The Servians are pursuing a victorious march from Kiprili southwards along the Vardar valley. These combined movements mean encircling the whole of the Turkish forces in Macedonia and preventing them from reinforcing Nazim Pasha's army in Thrace.

A message from Athens states that the Greeks have carried the Tripotamos defiles, which are the key to Verria, the capture of which is imminent.

A message from Reika states that the British Representative and the Montenegrin Minister for Foreign Affairs have arrived from Cetinje and had a long audience with the King and the Bulgarian General Paprikoff, who had arrived at the Montenegrin headquarters.

## THE FIGHTING.

Reports three days old are now only received in Constantinople. They admit that the position of the western or Vardar army is precarious, but declare that a respectable force still holds Kuprili, disputing the Serbo-Bulgarian advance. The fall of Kuprili, however, is already ancient history to the rest of Europe. It was effected by a daring raid of cavalry commanded by the Servian King's brother, Prince Arsene, an ex-colonel of Cossacks. The Turks are demoralised by the defeat at Kumanovo. They did not stop to ascertain the number of their assailants, but fled headlong.

Servian accounts say the Turks at Kumanovo numbered 80,000. They lost 400 killed and 2,000 wounded. The extent of the Servian success is indicated by the list of towns captured:—Prjepolje, Notavros, Sienitz, Novibazar, Mitrovitz, Vucitsh, Prishtina, Preshevo, Gilan, Ferisovitch Kumanovo, Egriegalanka, Kratovo, Kochana, Uskub, Kuprili, and Ishtip. The Turkish troops in these towns numbered 160,000, of whom the scattered remnants are retreating. The Servian captures include 200 guns and thousands of rifles. The inhabitants, even the Moslems, are rapidly accepting the Servian rule, and business is being resumed in all towns in direct communication with Belgrade. In the same way the Bulgarians are establishing bank agencies in the captured towns.

According to Turkish official telegrams the fighting continues at Kozani, north-west of Serfidje, and that the Greeks are retreating.

The Montenegrins on Tuesday took Plevlje in Novibazar.

## A TURKISH VICTORY.

The Bulgarians are silent regarding the preparations now in progress at Adrianople, but Nazim Pasha has telegraphed that an important battle began on Monday, and still continues, the Turks gaining a victory. He declares that two Bulgarian battalions are cut off from the main body between Kirk Kilisseh and Viza, and have sustained heavy losses.

## TURKISH HOPES REVIVED.

Nazim Pasha telegraphs to Constantinople that the Bulgarians lost so severely at Kirk Kilisseh that they have been unable to resume the offensive. The Turkish forces, on the other hand, had gained strength and numbers and were confidently awaiting the decisive battle.

## NEW GRAND VIZIER.

A message from Constantinople states that the Grand Vizier has resigned, and that Kiamil Pasha succeeds. An Imperial decree orders the Grand Vizier to prosecute the struggle with the utmost vigour to victory.

[THROUGH REUTER'S AGENCY.]

## THE POLICY OF THE POWERS.

LONDON, October 30th.

Reuter's correspondent at Vienna telegraphs that the Premier, speaking in the Reichsrath, emphasised Austria's peaceful policy. She was working in agreement with the Powers and would use her influence at the proper moment to assist the early termination of the war. (Cheers.) He referred to the widely expressed wish for peace under any circumstances, and said that Austria's policy was not aggressive, but no European Power could adopt a policy of peace at any price, however peaceful were its intentions.

Reuter learns that the Powers are energetically conducting *pourparlers* with a view to ascertaining the opinions of the different Governments regarding eventual intervention in the Balkans. It is emphasised that although the military operations have so greatly changed the aspect of affairs, the policy of the Powers regarding united action remains unaltered, and that they are working in complete harmony, but naturally a final decision as to intervention is impossible until a decisive battle has been fought.

## ABDUL HAMID.

Reuter's correspondent at Constantinople wires that the ex-Sultan, Abdul Hamid, arrived yesterday, and with great secrecy was conducted to one of the Bosphorus Palaces.

## ANGLO-GERMAN RELATIONS.

BRITISH FOREIGN SECRETARY DEPRECATES PROVOCATIVE SPEECHES.

LONDON, October 30th.

At question time in the House of Commons, Mr. J. H. Whitehouse, M.P. for Mid-Lanark, asked if Germany had made any representations regarding the recent speech of Lord Roberts, in which he discussed the prospects of a war with Germany and strenuously urged the adoption of compulsory military service.

Sir Edward Grey replied in the negative and deprecated the suggestion that either Government would make representations about unwise and provocative speeches by persons not controlling the policy of the respective Governments. (Ministerial cheers.)

## THE HOME RULE BILL.

LONDON, October 30th.

The House of Commons by 328 votes to 213 adopted Clause 7 of the Home Rule Bill providing that the Lord Lieutenant shall exercise his veto on instructions from the Imperial Parliament.

## CANADIAN CABINET CRISIS.

LONDON, October 30th.

Reuter's Ottawa correspondent wires that Mr. Louis Coderre, Secretary of State, Mr. Roche, Minister of the Interior, and Mr. Rogers, Minister of Public Works, have all resigned in sympathy with the attitude of Mr. Monk, Minister of Public Works, who resigned because of differences with the Premier, who refused to submit the naval programme to the ratification of the electorate.

## THE LATE CAPTAIN BRINKLEY.

LONDON, October 30th.

The Times publishes a long sympathetic necrology of Captain Brinkley, the late correspondent of the paper in Tokyo.

## MIXED MARRIAGES IN JAPAN.

LONDON, October 30th.

The House of Commons passed the third reading without a division of the Bill concerning the validity of mixed marriages in Japan.

## THE TURF.

THE CAMBRIDGESHIRE HANDICAP.

LONDON, October 30th.

The latest betting on the Cambridgeshire Handicap, run at Newmarket today, is as follows:—9 to 1 against Lance Chest, Eton Boy, and Maiden Erlegh, 10 to 1 Kinsella, 100 to 1 Outram, 100 to 1 Brancepeth, 100 to 1 Manwolf, Long Set, and Mustapha, 18 to 1 Mordred and Hamerton, 20 to 1 Adam Bede, Oliver Goldsmith, and 25 to 1 Saucy Vixen.



## SUPREME COURT.

Wednesday, October 30th.

IN CRIMINAL JURISDICTION.

Before the Hon. JES DAVIES, K.C.  
(Chief Justice).

FATAL BOMB THROWING AT YAU MATI.

The charge against Wu Hon, a native of Hwangshan, described as a tailor, 25 years of age, residing at Yau mati, of feloniously murdering Li Kwan Tsim on 11th September was resumed.

The Attorney-General (the Hon. Mr. J. A. S. Bucknill) prosecuted for the Crown, and Mr. F. C. Jenkin (instructed by Mr. S. Russ, of Messrs. Goldring, Barlow & Morrell) defended.

Following were the jury:—Messrs. J. W. Kow (foreman), R. K. Miller, W. B. Stormer, P. W. A. Wilkie, L. J. Blackburn, H. L. Beyer, and T. E. S. Gibson.

Mr. Jenkin said his defence was that the Crown was accusing the wrong man. He would suggest and hoped to prove that the Crown had got hold of a peaceful citizen of Yau mati and a resident of Wu Sung Street, in which the occurrence happened. If his (learned Counsel's) instructions were right, accused would tell them that he was in the Wu Sung Street at the time the bomb was thrown, and in common with other people, he fled. Why he fled he would tell them himself. Probably he was frightened. Now, as they knew, he was immediately arrested, and therefore he could not himself collect any witnesses who might have seen him or seen another man throw the bomb. It so happened that there was a big crowd present, and the matter was very much talked about. He would be able to call before them three witnesses in addition to the accused, one of them being an amah, and the other two had something to do with boiler-making. They would tell the jury that they saw a man dressed in black throw a bomb, and that this man fled towards the Hill district, and that they presently saw, after the crowd had collected, Wu Hon brought back by two or three people. If their evidence was not shaken by the learned Attorney-General, then he would submit to them that their evidence must conclude this matter, namely, that in the panic which ensued upon the throwing of the bomb unfortunately the wrong man was collared. There were some ugly factors in this case, as was not unusual in cases of the kind, but he thought that, balanced by the evidence which he would call before them, they could discredit that evidence adduced by the prosecution with regard to the "declarations." They were made by a man believing he was about to die, and therefore what he said must be regarded with a great amount of weight and what he said must be treated with a great amount of respect. Counsel thought the Crown had failed to prove something which to his mind was most important. The Crown had accused this man in their indictment as one Wu Hon. They had not said, "Wu Hon, otherwise Leng Chai Hon," and he (learned Counsel) contended that it was very material to prove conclusively that the man was either Wu Hon or Leng Chai Hon, or was both.

Mr. Jenkin then called the accused, who supported his advocate's opening statement. He declared that he had never seen Tsang Hing, the first witness, who stated he saw accused throw the bomb, and after chasing him, caught him. He denied ever having thrown a bomb on the day in question.

An amah said she saw the bomb thrown, and heard a cry of "Save life." A man dressed in black ran away, and a man dressed in white was brought back in custody.

Cross-examined by the Attorney-General, witness said she was the amah to the mistress of the accused.

A Chinese said he came out of a house with the accused just prior to the occurrence, and accused had nothing in his hand. They were going to take tea together, when he saw something thrown down on the ground which caused a noise similar to the explosion of a cracker. He subsequently saw that Wu Hon had been arrested by the police.

The Attorney-General—Are not you the father of accused's sweetheart?

Witness—Yes.

Mr. Jenkin, in his final address, said if there were two separate stories, and if there was any doubt in the case then the accused must have the benefit of that doubt. The brunt of the case for the prosecution rested chiefly upon the evidence of Tsang Hing, and the declarations put in by Mr. Melbourne. To a certain extent, but very much less, it rested upon the shoulders of two Chinese constables. It would be his duty to go through the evidence, and to point out serious discrepancies.

He suggested that Tsang Hing and the constable were lying, deliberately or unintentionally, about the distance they ran when chasing the accused. As far as the declarations were concerned, they only referred to a man named Leng

Chai Hon. Then when the accused came in the room the deceased said "Wu Hon, Wu Hon, the man without the jacket, why did you want to strike me?" He said the man who threw the bomb at him was Leng Chai Hon.

The Attorney-General dealt with the points raised for the defence. His friend said there were two distinct stories, but he (the learned Attorney-General) contended there was one story for the Crown and four or five for the defence.

His Lordship exhaustively reviewed the evidence, and after an absence of about five minutes the jury returned, and the Foreman announced that they found the prisoner guilty.

His Lordship, in passing sentence of death, said the action of the prisoner was a very bad one.

IN SUMMARY JURISDICTION.

Before Mr. H. H. J. GOMPERTZ  
(POISSNE JUDGE).

ALLEGED WRONGFUL DISMISSAL.

The action brought by Fok Tsim against the Tsai Wo Steamship Company, claiming \$70 damages for alleged wrongful dismissal, was continued, and after the evidence of the two witnesses had been adduced judgment was given for the plaintiff.

FRENCH CONVENT BAZAAR.

OPENED BY LADY MAY.

The annual bazaar arranged by the Reverend Mother Superior and the Sisters of the French Convent, with the object of raising funds for assisting the orphans, blind, infirm, and the aged, was held at the City Hall yesterday. There are nearly three hundred Chinese orphans, taken from Hongkong and the new Territories, in the Convent at present.

Donations from Messrs. Lane, Crawford & Co., Messrs. A. S. Watson & Co., and the Dairy Farm materially assisted towards a satisfactory financial result. Considerable help was also willingly given by the ladies of the Colony.

The various stalls were attractively arrayed with a choice collection of fancy work, embroidery, and articles suitable for Christmas presents, which bore eloquent testimony to the skill of the orphans.

Lady May, in opening the bazaar, said—"I am sure it is not at all necessary for me to remind you of the good work which is done by the French Convent in Hongkong. We have known it for many years, and we know the work is still going on here. I hope you will do all you can, by large purchases, to help on this good work. I have much pleasure in opening the sale of work."

The stalls and their holders were—Refreshment stall—Mrs. Bell, assisted by the Misses May, Mesdames Irwin, H. Bird, Pattenden, St. John, and Tomes, and Miss Topham.

Stall I.—Mrs. Maitland, assisted by the Misses Gordon, Mesdames Hunter, Churchill, and Harvey.

Stall II.—Mrs. Tomes, assisted by Mesdames Ram, Hastings, Gregory, Master, and H. Hancock.

French stall—Madame Berinodague, assisted by Madame Volpicelli, Frau Vorotzech, Mesdames Dickson and Barker, and Mlle. Lecable.

Stall IV.—Mrs. Pollock, assisted by Mesdames Bucknill, Mullins, Stewart, and Pattenden.

Stall V.—Mrs. Lammert, assisted by Mesdames H. A. Lammert, A. Wright, and Chapman, and Miss Shaw.

Stall VI.—Mrs. Jordan, assisted by Mesdames Forsyth, Schofield, Worcester, and Ormiston.

Stall VII.—Mrs. Chatham, assisted by Mesdames Black, Blanch, Gale, Harvey, and J. F. Wright.

German stall—Mrs. Detmers, assisted by Mesdames E. Niedhardt, H. Beyer, and Miss E. Hake.

American stall—Mrs. Walker, assisted by Miss Goodman, the Misses Hutton, Potts, Mrs. Patten, and Mrs. McHugh.

Toy stall—Mesdames Tulloch, Cobb, Stewart, and Addison, and Miss Wilkinson.

SIR CLAUDE MACDONALD'S FAREWELL.

Colonel Sir Claude Macdonald, British Ambassador at Tokyo, has been greatly occupied with farewell luncheons and banquets. On the 29th Sir Claude, Lady Macdonald and Miss Macdonald were the guests of the British Association. Mr. Miller, the Chairman, paid a tribute to the Ambassador's tact and ability during his long tenure of office, also to Lady Macdonald's indefatigable social work. The Ambassador, replying for himself and his wife and family, said that his success was largely due to the support and loyalty of his staff at the Embassy, with the backing of the British communities. He added that it was with deepest regret that he was leaving them.

On the following day, the Emperor and Empress received Sir Claude Macdonald, accepting his letters of recall. They thanked him for his great services in forwarding the Alliance between the two Powers. Afterwards the Emperor and Empress received Lady Macdonald and Miss Macdonald, recalling with gratitude their services in connection with the Red Cross at the time of the Russo-Japanese War. After luncheon they again received audience of their Majesties and Lady Macdonald was presented with a silver vase decorated with the Imperial Crest. Mrs. Macdonald was also presented with a similar, but smaller, vase.

## HAMBURG LETTER.

(SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS.")

HAMBURG, October 30th.

THE MEAT QUESTION.

The example set by some of the larger towns of importing fresh meat from Denmark and Sweden and of retailing it to the public through the agency of butchers at a reasonable profit to the latter, has been speedily followed by others. It has not, as may be readily imagined, met with the approval of the trade everywhere, and in some instances butchers having refused to have anything to do with it, on the plea that the meat was of inferior quality and not such as they dare offer to their customers, other means have been adopted for the sale and in the end the butchers have given in.

The Prussian Government has issued instructions for the admission of fresh beef from European Russia and of fresh beef and pork from Servia, Roumania and Bulgaria for account of some of the more important towns, provided they engage to watch over the sale of it to consumers at a moderate price; also of fresh pork from Russia to some of the larger towns in the eastern provinces and of live cattle from the Netherlands to public slaughter-houses in the west. The prohibition of importing fresh beef from Belgium has likewise been suspended for the present. A proposal will be submitted to the Federal Council to reduce the duty on meat and cattle imported by communities for the benefit of the public.

In connection with this it may be mentioned that for some time past the Imperial Government has endeavored to popularize fish as an article of food amongst all classes, particularly the lower ones, by publishing articles in newspapers and periodicals on the nutritive properties of fish, together with instructions for preparing it, and by granting facilities for its transport by rail. It has been even introduced into the bill of fare of the army, with what success, however, has not transpired. The authorities in Hamburg have taken up the matter warmly and have bought fish wholesale on the arrival of the fishing steamers twice a week during the last two seasons for sale by fishermen at prices fixed officially. Of course, as in the case of meat, the larger shops have at first held aloof, only some eighty of the smaller ones consenting to act, but their number has since risen to 130 and is still rising, whilst the demand for cheap fish is rapidly increasing, so that what has been an experiment so far is likely to become a permanent institution. The quantity sold from October 24th, 1911, to August 15th of the present year amounts to over 11 million kilos at an average price of 20 Pf., say, 2½d., per pound.

THE WAR AND THE STOCK EXCHANGE.

The boom on the stock exchange received a sudden check on Monday by the news of the mobilization of the Bulgarian, Serbian and Greek armies and the threatening attitude of these States towards Turkey. Mining and precious metals, which had been the chief objects of speculation, were the first to feel the shock, the bulk of at any rate a large proportion of them having passed into weak hands. Thus the shares of the Deutsche Austral Steamship Co., which within the last few months had risen from 150 to 216, dropped to 193, Hamburg-American Line from 163 to 150, Norddeutsche Lloyd from 132 to 120, etc., whilst Bank shares, which had not shared in the upward movement, were better maintained, showing a decline of only an extent perhaps four points. The same state of affairs prevailed in Berlin, Frankfurt, Vienna, St. Petersburg and other markets, but in consequence of the more hopeful views expressed in government quarters, and in the Press generally confidence seems to be slowly returning. The lending banks are also endeavouring to reassure the public; the directors of the Deutsche Bank in Berlin have declared that, although the political situation is unpleasant, European complications are, from all they can learn, not likely to ensue and that a peaceful settlement of the difficulties now still hanging over the Balkan Peninsula is likewise apprehended.

The danger to the trade of the countries for, although the mobilization of the armies in the Balkan Peninsula may have a disturbing effect for the moment, it may be only bluff. The pressure to sell after the inflation of the last few months, against which the Bank had hitherto raised its voice in vain, would appear but natural under the circumstances.

THE FINANCES OF THE BALKAN STATES.

The following figures taken from the *Hamburger Nachrichten* may serve to illustrate the economic position of the three bellicose States:—

In the budget of the Kingdom of Bulgaria for 1912 the receipts are estimated at Rs. 192,273,440—the chief sources of revenue being: indirect taxes Rs. 68.6 millions, direct taxes 39.8, and railways, post office, etc., 33.2. The expenditure voted amounts to Rs. 185,929,027 in all—40.1 millions being allotted to the payment of interest on the various loans, 40.0 to the army, 25.4 to railways, postal service, etc., and 24.9 to the educational department. The total indebtedness of the kingdom is in round numbers 688 million francs, of which, however, only about 604 millions seem to be in circulation. The Government has, moreover, lately been in treaty with a syndicate in Paris for a further loan of 150 millions francs, of which 15 millions were to be paid at once on account, but it is doubtful if it will obtain the money without a guarantee that none of it shall be used for warlike purposes.

The estimates of the Kingdom of Serbia for the same year are: Receipts 130,887,984 Dinar, expenditure 130,350,930 Dinar. The nominal total of the various loans amounts to Rs. 735,325,834.

It would be interesting to know the actual figures of the imports and exports of the two States for the past year or two, but they are not available as yet, whilst for 1908 would hardly give a correct idea of the volume and nature of their trade at present.

The finances of the Kingdom of Greece were reorganized and put on a sounder basis by an international commission in 1908; on the 31st December, 1911, the total indebtedness of the State amounted to Rs. 683.4 millions, payable in gold, and 150 million Drs., payable in paper currency, besides the loans of 1907 and 1910, which did not come within the purview of the commission.

## CHINESE LOANS.

STATEMENT IN THE HOUSE OF COMMONS.

WHY THE CRISP ISSUE WAS OPPOSED.

In the House of Commons on the 9th inst. Lord Balfour, for Captain Faber, asked the Foreign Secretary if he would make a full statement concerning the Chinese loan; whether the Foreign Office was hostile to the Crisp loan; and, if so, on what account.

MR. ALCAND'S REPLY.

Mr. Alcant, who replied, said: His Majesty's Government have acted with the Governments of France, Germany, Japan, Russia and the United States in supporting an international financial group in its negotiations for a loan to China. We have done so because it seemed very desirable that all the Powers most largely and directly interested in China should be in concert and not compete against each other, each trying separately to get political advantages for itself out of the situation, and because, without such an agreement, the result would probably be a series of indiscriminate loans which would impair Chinese credit and would not be to the interest of China itself, or of its foreign trade, in which we are so very largely concerned. At the present moment no large loan has been concluded with the six-Power group, as the Chinese Government objected to some of the conditions which had been considered essential to making the loan sound and really advantageous to China, but this is not incompatible with a fair consideration of any proposals which China may put forward for the amendment, in some particulars, of the conditions originally laid down.

THE POWERS' AGREEMENT.

It is most undesirable to break up the agreement between the six Powers, but, on the other hand, there is no desire or intention to maintain it for the purpose of imposing any harsh or unreasonable conditions on China. The Crisp loan was opposed because, while negotiations were proceeding with the six-Power group, we did not consider that China was free to borrow elsewhere, and we were under an honorable obligation to oppose any outside loan. Apart from this, the loan did not, so far as we were aware, offer proper and adequate guarantees for the proper expenditure of the proceeds.

MR. KING: What are the guarantees for the repayment of the Crisp loan?

Mr. Alcant: I think that is a matter for the holders of the stock, and not for us.

Mr. Ginnell asked, if restrictions were deemed to be necessary, why were they not made general, applying to all who agreed to conform to their conditions, instead of being made in favour of an international group under general management.

Mr. Alcant stated that this question contained a suggestion which was not correct. It would be much easier to answer questions if they did not contain incorrect suggestions.

Mr. Watt: Is Mr. Alcant not willing to state the conditions imposed?

Mr. Alcant: I do not see any reason why we should not if a question is put down.

Mr. Ginnell: Surely he is able to answer why a general rule is not laid down for all who care to comply with it.

Mr. Alcant replied that a general rule was laid down that it was most advantageous that the representatives of the Powers should act in concert.

Mr. Ginnell: Are not the Chinese the best judges of their own affairs? (Cheers.) No answer was given.

## THE BELGIAN LOAN TO CHINA.

The following letter appears in the *Times* of the 30th inst.:

Sir, The information contained in Reuter's telegram of the 3rd inst., published in your issue of the 4th, stating that Belgian capitalists have arranged a loan in connection with a contract for the construction of a railway from Honanfu to Sianfu with extensions is somewhat misleading.

The first section of the line from Honanfu to Tung-Kwan is now in course of construction, and my firm, Messrs. Griffiths, Beddoes, & Bray (Limited), hold the contract for the supply of the materials, bridges, equipment, workshops, etc., delivery of which commenced nearly two years ago.

The road-bed has been laid for some 30 miles from Honanfu, being constructed entirely under Chinese supervision, Mr. Jume Tien Ju acting as consulting engineer on behalf of the company, no foreign control being allowed. The cost of construction is being met out of the proceeds of an extra charge on the Shanghai salt, authorized by Imperial edict. Several millions of taels have been collected from this source during the past three or four years and expended on the construction.

It is impossible that the Belgians can obtain security on this section of the railway without reference to us, as we hold a first mortgage on the rolling stock and also a lien on the salt hikin set aside to meet the expenses of construction.

There appear a number of financiers anxious to enter into loan arrangements in China who are satisfied with securities which have already been hypothecated, and it behoves merchants who have entered into agreements with the Chinese under the old Manchurian régime to keep a wary eye on securities that have been pledged to them.—Yours faithfully,

Griffiths, Beddoes, & Bray (Limited),  
E. E. Griffiths, Managing Director,  
Billiter House, Billiter-street, E.C.

October 4th.

## THE PANAMA CANAL DUES.

In the House of Commons on the 10th inst.:

Mr. HEWINS (Hereford, Opp.) asked the Secretary of State for Foreign Affairs whether he had received any definite reply to the representations made to the Government of the United States in regard to the Bill which was then passing through Congress for regulating the Panama Canal dues; and whether his Majesty's Government were making any further representations, now that the Bill had become law, so as to secure equitable treatment for British and Canadian ships.

Sir E. GREY: The Panama Canal Bill underwent some alterations in the course of its passage through Congress, and after it was passed towards the end of August we informed the Government of the United States that we would address a communication to them after we had received and had time to consider the full text of the Bill as signed by the President and his memorandum respecting it; it was added that should there eventually be a difference between the two countries respecting the interpretation of the Hay-Pauncefote Treaty that could be settled by any other means, we should ask that it be referred to arbitration in accordance with the provisions of the existing Arbitration Treaty concluded with the United States in 1903. The whole subject is one of great importance and, together with the views of the legal advisers of the Crown upon it, is now under consideration of his Majesty's Government. As soon as we are in a position to do so we shall be glad to make a further statement to the House.

Sir C. HURST (Bath, Opp.)—Has the right hon. gentleman noticed the remark of President Taft that British representation was made rather tardily?

Mr. E. GREY—I have not seen that date when that remark was made, for the Bill would not pass in its final form, which is the important matter, until towards the end of August, and immediately after the receipt of the news that the Bill had passed we stated that we would consider it in its final form and make a further communication.

Mr. HEWINS.—Did not the British Government make representations before the Bill was passed?

Sir E. GREY.—It is quite true that we did express our views while the Bill was in progress through Congress, but it was impossible to make a final communication with regard to a Bill which was then being shaped and we expressly stated that we would address a further communication after the Bill had reached its final form and had been considered.

Mr. LEE (Hants, Opp.)—Will the right hon. gentleman consider the advisability of postponing these further representations until after the United States elections?

Sir E. GREY.—The subject is one of great importance and when we do make our communication it ought to be the result of the very fullest consideration of all legal points of view. That we hope to complete this month, and we shall address our communication then to the United States. Of course, I cannot say that it will be dependent upon internal affairs in the United States, but it must take a little time.

GLASGOW SHIPOWNERS AND THE NEW SAFETY RULES.

A STRONG PROTEST.

At a meeting of the directors of the Glasgow Shipowners' Association, with Lord Inverclyde in the chair, the following resolutions were passed, expressing the proposed new rules of the Board of Trade were unanimously adopted:—

1.—That the directors having had under consideration the Draft Life Saving Appliances Rules with Memorandum on the Safety of Life at Sea by the President of the Board of Trade, strongly disapprove of the action of the President of the Board of Trade in practically ignoring the unanimous recommendations of the Merchant Shipping Advisory Committee, which was composed of gentlemen specially qualified to consider the various questions referred to them, in adopting rules presumably made by the permanent officials of the Board of Trade, and in issuing rules dealing with life-saving appliances at a time when he has two committees sitting whose reports may necessitate an entire alteration of the rules which he proposes to bring into force.

2.—That naval architects and shipowners should be left a free hand in regard to the designing, building, and equipment of vessels, and that any attempt to reorganise the Marine Department of the Board of Trade by which the sole responsibility in such matters should be transferred to the Board of Trade would be inimical to British shipping.

3.—That the directors approve of the principle adopted unanimously by the Merchant Shipping Advisory Committee, viz., that "The stability and seaworthy qualities of the vessel itself must be regarded as of primary importance, and every provision made against possible disaster must be subordinated to that primary consideration," and they are agreed that any departure therefrom will gravely imperil the safety of life at sea.

4.—That the Draft Life Saving Appliances Rules depart altogether from that principle and are most objectionable because, if adopted, they would impose on passenger ships a lifeboat scale based solely on the number of passengers carried, irrespective of all other considerations, and if steamers carried lifeboats for all the passengers which they are at present certificated to carry many of them would be less safe than they are at present and would be sailing under conditions for which they were not designed.

5.—That the directors approve of the recommendation of Lord Mersey and of the advisory committee that in regard to all questions affecting safety of life at sea a common international line of action should be agreed on in order to obtain uniformity of action and international enforcement. They therefore think that the Draft Life Saving Appliances Rules, which the President of the Board of Trade proposes to make, should be withdrawn and entirely re-constructed.

6.—That copies of these resolutions be sent to the Prime Minister, to the President of the Board of Trade, to the Right Hon. A. Bonar Law, and to members of Parliament representing constituencies in and around Glasgow.

The members of the Association control over 950,000 tons of shipping.

## INTIMATIONS

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Would Scratch Until Face Bled. Had to Watch Him Night and Day. Uses Cuticura Soap and Ointment. Face Clear, Scars Come Off, Sleeps Peacefully, and Is Cured.

"When my baby was five weeks old I noticed something on his face like a dry scurf which soon spread all over his head. The doctor said it was dry eczema and gave me some advice. He told me to bathe it freely with olive oil. This I did but it gradually got worse. We got no rest night or day. It was so itchy. He would scratch his face until it bled. At last I took him to an infirmary. They said it was a very bad case of dry eczema and gave me a jar of salve, told me to put it on linen and put on his face and head. I continued this for some weeks but all to no good. He got so bad someone had to watch him night and day and he had his hands tied so he would not make his face bleed. He was constantly crying with the pain. I tried many other ointments but they did all to no use. My friends advised me to try Cuticura Soap and Ointment. This I did and before I had finished the first box of Cuticura Ointment his face cleared, the scars came off his head and left no marks whatever. He was able to sleep peacefully which he had not done for months. Baby is now nearly two years old, and there has never been the least sign of its return since he was cured some eleven months ago. It was all gone before I had finished the second box. When ever I hear of anyone suffering with eczema I always recommend Cuticura Soap and Ointment. I am very grateful indeed for them." (Signed) Mrs. A. Wilson, 12, Pease St., Harslepool, Durham, Eng., Dec. 15, 1910.

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[1182]

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and any day it is a good soap to  
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**THERAPION**

**NEW PENNY STAMP.**  
SURPRISE DESIGN ON SALE.

The secretiveness of the official mind is notorious, but a spice of comedy attaches to the latest achievement of the Postmaster-General's department. It has issued a new penny stamp and placed it on sale without a word of explanation or introduction.

The original George V. penny stamp was condemned by philatelists and the public generally. It was denounced alike for its design and its execution and described as unworthy of the nation as well as of a Sovereign who is known to be a expert philatelist. Mr. Herbert Samuel had to admit disappointment, and at the beginning of this year the design was altered somewhat. The King's portrait was improved into something resembling a likeness, while the British lion, previously depicted as hungry and lean, had his gaunt ribs removed. But the British lion's reign in his proper self has been very brief. In the new stamp now on sale he has completely disappeared.

The whole design of the stamp is altered. There is a new and bolder portrait of the King—a complete profile—and the stamp is better printed. But philatelists are not fully satisfied. They consider it to be an artist's stamp rather than a printer's.

**THE WAR AND SILVER.**

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bulletin circular, dated October 10th:—

Until to-day prices of silver have been steady, with an inclination to rise on days when supplies proved small, but the undertone is a shade less confident than it has been of late. No doubt considerations connected with the Chinese loan launched recently have had something to do with checking the tendency to advance.

One of the strings to the speculative bow—that on which bull operators have relied most—was a strong demand for China caused by the flotation of loans. The effect of treating with other than the "Six-Power Group" is that China can no longer reasonably expect that the Great Powers should agree to her raising import duties from 5 per cent. to 12½ per cent.—a proposition which would have probably been favourably entertained had China come to terms to effect the loans of the Republic through their intermediary alone.

The outbreak of hostilities in the Balkan provinces has no direct influence upon silver. European war is waged with sinews of gold; in the present instance even these sinews could be called strenuously into play. But the anxiety and unrest attached to the possibilities which might arise from this present strife may have marked effect upon the value of money and also may deter any inclination to speculate in stock markets and otherwise; it may, therefore, *inter alia*, have a restraining effect upon "bull" speculation in silver.

**HONGKONG COMPANY  
REGISTRATION.**

**WHAT IS A BRITISH COMPANY?**

It is generally considered that Shanghai has far more banks than is warranted by the amount of business available. This notwithstanding, Shanghai is to have another banking institution styled the "British and Belgian Industrial Bank of China," if the promoters of the scheme are able to find sufficient support. It is not our purpose to discuss the scheme, says the writer of "The Week's Finance" in the *N. C. Daily News*, nor do we profess to know much about the proposed bank. It may be remarked, however, that the promoters are very sanguine about the very large profits to be derived from the working of the bank; and the method of division of profits of the institution, as stated in the articles of association, has altogether a distinctive touch of originality in it.

It will be noticed, however, that the bank is or claims to be a "British Company," having been registered under the Hongkong Ordinances. What is a "British Company?" For obvious reasons, a British company should necessarily be one amenable to the jurisdiction of the British Courts. A company can be treated as a person in law in civil suits; but charges of delinquency, neglect or anything in the nature of a criminal act can only be brought against persons who are in control of a company. Therefore, if a company is a British company, the persons who control it must be amenable to British Courts, as the courts of other nations are not expected to administer British law.

The new company has three directors, none of whom are British. There is not the slightest suggestion on our part that there is anything wrong with the promotion of the company, nor that there will be any need to resort to the Courts. But the Ordinances provide for penalties in case of delinquencies, and it is plainly the intention of the law that the persons in control of the affairs of the company should be under the jurisdiction of British Courts. If there is any complaint on this score, it is not against the foreign promoters of "British Companies," but against the Hongkong Government, which registers them. In the Far East, especially in Shanghai, companies registered under the Hongkong Ordinances enjoy a good deal of prestige, which they are now in some danger of losing.

The rubber boom of 1910 showed what faith the public has in companies registered in Hongkong; and considering that the Attorney-General stated in the Legislative Council that one of the main reasons for the revision of the Ordinances was the promotion of Shanghai companies, it is surprising that the provisions should still be found so insufficient. It is well known that a director cannot be a lunatic or bankrupt or subject to any other disqualification mentioned in the Companies Ordinances of 1911. In view of the special conditions in Shanghai, provision might well have been made that every company under its aegis should have a sufficient proportion of British directors. It is the consensus of opinion that an amendment to the Act is urgently needed in this as well as in a number of other respects.

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**CHINESE FINANCE.**

**THE BELGIAN RAILWAY LOAN.**

The Peking correspondent of *The Times*, cabling on the 6th inst., says:—

The news of the signing of the preliminary contract relating to a sterling loan of £10,000,000 for the construction of a railway from Honanfu to Sianfu, with extension westward to Lanchow and eastward from the existing Honanfu-Kaifeng line seawards to Haichau (roughly 800 miles) is regarded here as further evidence of the lack of considered financial policy on the part of China. It is understood that the Sino-Belgian Bank is acting on behalf of a syndicate, of which the Société Générale de Belgique is an important member. The latter is a component of the Russian banking group represented in the Six-Powers Group by the Russo-Asiatic Bank. The transaction, therefore, will probably be opposed by the supporting Governments of the Six-Powers, in which case the flotation of a large loan under the aegis of Belgium by the recognized money markets of Europe seems highly problematical. The issue, however, is deferred for a year, a fact which suggests that long-continued negotiations have been hurriedly closed in order to forestall a possible arrangement with the "sextuples" for the exclusive right to finance China for a fixed period. The terms are stated to be a reversion to those whereby foreigners build against the security of the railway, China retaining a right of purchase. Meanwhile 1,000,000 taels is reported to have been paid to China yesterday as bargain money. It is to be observed that a native company has already constructed 20 miles from Honanfu westward, which it will be necessary to expropriate.

The Brussels correspondent of *The Times* wrote from a well-informed source that the position is as follows:—

For about 15 years the Belgian company "Société des Chemins de Fer et Tramways en Chine" has been not only the concessionaire of the railway line from Kaifeng to Honanfu, but has also held preferential rights on the extension of this railway to Haichau towards the West and to Sianfu towards the East. Recently these rights, having been definitely settled, a contract was signed on September 18th last and approved two days afterwards by the National Assembly, according to which the concessions for these two railway extensions were granted to the Belgian Company, who, for their construction, propose to issue a new loan of £10,000,000, guaranteed both by the new lines and by the general revenues of the Chinese Government. In exchange the Belgians agreed to denounce two former contracts regarding concessions signed in 1903.

Contrary to what has been stated in the Press, it is the Sino-Belgian Bank and not the Société Générale de Belgique who intervened in this operation, which is quite distinct from that concluded a few months ago by the same bank, according to which a preferential right was originally conceded to the bank to make a new loan of £10,000,000 among the first forthcoming loans which China might require.

The loan referred to as having been concluded a few months ago appears to have been that for £1,250,000 arranged on March 14th last by the Sino-Belgian Bank. In *The Times* of April 30th our Peking correspondent stated that the preferential right granted to the bank to a future loan of £10,000,000 had been cancelled as the result of representations by the Four-Power Group.

**A BOOK ON CHINA.**

QUESTIONS BY MR. HILAIRE BELLOC.

In the current issue of the *Yellow Dragon*, the magazine of Queen's College, appears the following communication from Mr. Hilaire Belloc, the well-known writer:—

I should very much like to ask the readers into whose hands this will fall, certain questions which they can answer better than any one living in England could. They concern a book which was brought out in England some years ago and which never seems to have received

the fame it deserves. Sooner or later it will count as an English classic, but though another edition was brought out ten years, I think, after the first, it is still quite insufficiently known to the mass of the people.

It is called "The Wallet of Kai Lung." It is written by an Englishman under the name of "Ernest Bramah" and the last edition was published by Messrs. Grant Richards.

Now the value of this book lies primarily in itself, neither in its subject nor in its style, but in the genius that characterises it, and I feel certain that if the same writer had written upon almost any other subject within his experience we should have a result equally good. Nevertheless it is on the matter that I want to ask English people resident in China the questions I propose.

"The Wallet of Kai Lung" professes to be a series of Chinese tales told in the Chinese convention, and though often obviously used as a skit upon English tags and conventions, yet the phrases in it are a revelation to us who know nothing of the Chinese mind at least we think so. What I want to ask is, first, whether we are right in thinking so? It will in no way affect my admiration of the book to learn that it is less or more successfully Chinese than a layman imagines it to be. It is a matter of curiosity. I think many of us in this country would like to know. Certainly no other English book in any sort of way translates China to a European.

The second question I wish to ask is, whether this admirable book is known to the English-speaking community in China, or whether its origin and the conditions under which it was produced are known?

**HOLIDAYS AT SHANGHAI.**

It is announced in Shanghai, that the Foreign Exchange Banks and the General Chamber of Commerce in Shanghai will observe the following holidays during 1913:—

- 2 days New Year—Wednesday and Thursday, 1st and 2nd January.
- China New Year—Thursday, Friday, Saturday and Sunday, 6th, 7th, 8th and 10th February.
- Easter—Friday, Saturday and Sunday, 21st, 22nd and 24th March.
- Whit Monday—12th May.
- Dragon Boat Festival—Monday, 9th June.
- Summer Holidays—Tuesday and Wednesday, 1st and 2nd July.
- Autumn Holiday—Monday, 4th August.
- Mid-Autumn Festival—Monday, 16th September.
- Republic of China—Friday, 10th October.
- Christmas—Thursday, and Friday, 25th and 26th December.

**FOR NERVOUS EXHAUSTION**

LOSS of  
**MEMORY**  
and  
**DEBILITY**

to  
feed the  
**NERVES**

**CHAPOTEAU'S**  
**PHOSPHO-GLYCERATE OF LIME**

It increases vital energy and nerve force, cures Neurasthenia, Hypoplasia, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

**BUGLE BRAND**

Insist on having BUGLE BRAND.

BOTTLING OF  
**BASS' ALE**  
AND  
**GUINNESS' STOUT.**

THE ORIGINAL BOTTLERS OF BASS' ALE  
**M. FOSTER & SONS, LTD.**  
ESTD 1829

**GARNER, QUELCH & Co.,**

TELEPHONE 636.

SOLE AGENTS.

[1128]

**QUEEN MARY and  
KING GEORGE**

**CHOCOLATES in Tins.**

NEW CONSIGNMENT.

**WEISMANN, LTD.**

[126]

**THE YOKOHAMA DOCK  
CO., LTD.**

Telegraphic Address—"DOCK," Yokohama

Codes used.—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkins.

DRY DOCK DEPARTMENT.—Telephone Nos. 376, 506, or 681.

**No. 1 DOCK.** **No. 2 DOCK.** **No. 3 DOCK.**  
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

**WAREHOUSE DEPARTMENT.**

106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[1206]

**"PERPETUA"**  
**BRILLIANT LIGHT,  
PETROLEUM LAMPS.**

No air pump or filter required.  
Automatic Valve.  
Very simple to handle. Powerful light.  
250 H.K. to 1,500 H.K.  
For interior or exterior lighting.

**ECKEL & GLINCKE,**  
G.M.B.H.  
Berlin S.W. 61.

[794-2]

**NOTICES TO CONSIGNEES**

**"BEN" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

S.S. "BENVORLICH"  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Nov. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th Nov., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Nov., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th October, 1912. [1259]

**SWEDISH EAST ASIATIC CO., LTD.,  
GOTHENBURG.**

**NOTICE TO CONSIGNEES.**

**THE Steamship**

"PEKING"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the "hazardous" and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Nov. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Nov., at 9.30 A.M.

All Claims must reach us before the 5th Nov., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

**ARTHUR NILSSON & Co.,**  
Agents.  
Hongkong, 26th October, 1912. [140]

**NOTICES TO CONSIGNEES**

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co.'s Steamer**

"INDIA."  
Arrived Hongkong on 24th Oct, 1912.  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo, by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. "Moldavia" and "Syrin".  
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DODD, at 10 A.M. on Mondays and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

**H. W. D. SHALLARD,**  
Acting Superintendent.  
Hongkong, 24th October, 1912. [1]

**新 外 中 港 香**  
**CHUNG NGOI SAN TO**  
(Chinese Daily Press).  
**PUBLISHED DAILY.**  
Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.  
Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong 131, Fleet Street, London or from the different Agents.  
Documents translated from or into Chinese or Colloquial Chinese.



**THE BANK LINE, Ltd.**

(ANDREW WEIR &amp; CO.)

REGULAR SERVICE FROM HONGKONG TO  
**VICTORIA. VANCOUVER. B.C.**  
**SEATTLE & TACOMA.**

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMERS	SAILING
"LORD CURZON" ...	On 20th Nov.
"OCKLEY" ...	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**

TELEPHONE No. 780. KINE'S BUILDING, PRAYA CENTRAL.

**ORIENTAL AFRICAN LINE.**

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Beginning of January.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED,**

MANAGING AGENTS.

**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 9th Nov. "TYMERIC" 25th Nov.

For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED,**

MANAGING AGENTS.

**CONFERENCE-WEIR LINE.**

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

**THE BANK LINE, LIMITED,**

MANAGING AGENTS.

142-43-44

**"THE BIG 4" of the PACIFIC MAIL S.S. CO.**

STEAMERS	COMFORT.	SAFETY.	SPEED.
MONGOLIA 27,000 tons, twin screws.	Individual Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control.	Is installed on deck for salt water plunge. Bathing suits on board.	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
MANCHURIA 27,000 tons, twin screws.			
KOREA 18,000 tons, twin screws.			
SIBERIA 18,000 tons, twin screws.			
NILE ... 11,000 tons.			
ALSO CHINA ... 10,200 tons.			
PERSIA ... 9,000 tons.			

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE OF TRAVELLING BY TRAIN BETWEEN KOBE AND YOKOHAMA, FREE OF CHARGE.

**SOME FEATURES OF SERVICE.**

**Lights and Fans** Individual Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control.  
**Swimming Tank** Is installed on deck for salt water plunge. Bathing suits on board.  
**Band** Filipino string Band Concerts each afternoon and evening and also during Tiffin and Dinner.

**Cuisine** The Cuisine is under the direct supervision of one of the World's most famous caterers.

**Games and Amusements** Deck Games, such as Quoits, Shuffle-board and all kind of gymnastic sports, are arranged during the voyage, as well as indoor Amusements, such as Musical Entertainments. Dances and Masquerade Balls on deck are also arranged to while away the time.

**Wireless and Submarine Signal Service** The most powerful Wireless Telegraph apparatus is installed on all Steamers. Submarine Signalling is also used as an additional measure of safety.

**Bilge Keels** Are fitted to the Ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.

**The Cost:** is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$43 to London (return ticket \$74) and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consul or Civil Service, on application.

**HONGKONG. CANTON. MACAO & WEST REEF STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE. HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 31st OCTOBER, 1912.

8 a.m. "HONAN" 8 a.m. "HEUNGSHAN"

10 p.m. "KINSHAN" 5 p.m. "KINSHAN"

FRIDAY, 1st NOVEMBER, 1912.

8 a.m. "HEUNGSHAN" 8 a.m. "HONAN"

10 p.m. "KINSHAN" 5 p.m. "FATSHAN"

**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

**EXCURSION TO MACAO.**

SUNDAY, 3rd NOVEMBER.

The Company's Steamship "SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

**CANTON-WUCHOW LINE.**

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**

Hotel Mansions (First Floor), opposite the Blake Pier.

143

**SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "CEYLON" ... 9,000 ... On 17th Nov.

KOBE and MOJI "JAPAN" ... 9,000 ... About 28th Oct.

COPENHAGEN &amp; BALTIC PORTS ... 9,000 ...

For Freight and Further Particulars, apply to TELEPHONE No. 171.

**ARTHUR NILSSON & CO.,**

YORK BUILDINGS, TOP FLOOR.

401

**TOYO KISEN KAISHA**

TRANS-PACIFIC

**WESTERN PACIFIC****DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

**TOYO KISEN KAISHA.**

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND RIO GRANDE.**

The T.E.K. Lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

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C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

**AUSTRIAN LLOYD.**

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

via Singapore, Penang, Colombo, Aden, Suez and Port Said.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th Nov., at 5 p.m.

S.S. "AFRICA," 8,800 tons, will leave as above on 19th Dec., at 5 p.m.

Cheap rates, Hongkong-Trieste, Venice, \$60 1st, \$36 2nd, \$19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON &amp; BERLIN TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov., at 11 p.m.

S.S. "AFRICA," 8,800 tons, will leave as above on 6th Dec., at 11 p.m.

Cheap rates, Hongkong-Shanghai, \$6 1st, \$4 2nd, \$2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.

No surtax, no tips, no inside Cabin, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FLORENCE AND VENICE.

via Singapore, Penang, Colombo, Aden, Suez and Port Said.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st November.

**BRITISH INDIA S. N. CO., LTD. APCAR LINE.**

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

**EASTWARD.**

S.S. "JELUNGA," 5,206 tons, Capt. D. Macfadyen, will be despatched for SHANGHAI, KOBE and MOJI on 5th Nov., at 3 p.m.

S.S. "JAPAN," 6,013 tons, Captain L. Y. Archdeacon, will be despatched to SHANGHAI, KOBE and MOJI on 8th Nov., at 1 p.m.

**WESTWARD.**

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 5th Nov., at 1 p.m.

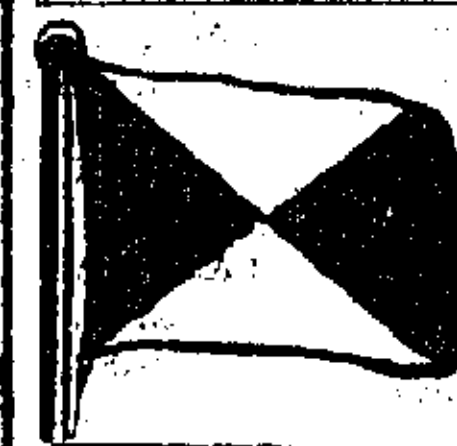
S.S. "ARRETOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 9th Nov.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

**DAVID SASSOON & CO., LTD.,**

Hongkong, 31st October, 1912. AGENTS. 1892

**PHILIPPINES S.S. CO.**

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

RUBI ... 4000 J. Miller ... Manila, Mangarin, On 7th Nov., 4 p.m.

ZAFIRO ... 4000 Cross ... Manila, Mangarin, On 16th Nov., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co., General Managers.

Hongkong, 26th October, 1912. PHILIPPINES S.S. Co. 13

**NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.**

FOR SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... TONS TO SAIL.

"YORCK," Capt. H. REHM, 17,000 { Thursday, 31st Oct., at 9 a.m.

MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, "COBLENZ," Capt. L. KLUCKIST, 6,750 { Saturday, 2nd Nov., at 9 a.m.

SYDNEY and MELBOURNE ...

KOBE and YOKOHAMA ... "PRINZ SIGISMUND," Capt. D. LENZ, 6,000 { About Tuesday, 12th Nov.

KUDAT and SANDAKAN ... "BOBNEO," Capt. F. SEMBELL, 5,000 { Middle of Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphic

New System of Telefunken.

For Further Particulars apply to

**NORDDEUTSCHER LLOYD,****MELCHERS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 26th October, 1912. 5

**PASSENGER SEASON 1913.****NORDDEUTSCHER LLOYD, BREMEN. TO EUROPE BY THE****MAGNIFICENT FAST LINERS.**

STEAMSHIP DISPLACEMENT.

"GOEBEN" 17,300 tons ON FEBRUARY 4TH.

Capt. G. LINDEMANN.

"BREMEN" 21,000 " ON FEBRUARY 10TH.

Capt. B. WILHELM.

"DERFFLINGER" 17,250 " ON MARCH 4TH.

Capt. F. PROESCH.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 19TH.

Capt. E. MALCHOW.

"YORCK" 17,000 " ON APRIL 1st.

Capt. H. REHM.

"PRINZESS ALICE" 20,300 " ON APRIL 16TH.

Capt. P. GROSCH.

"LUETZOW" 17,300 " ON APRIL 29TH.

Capt. J. BORTFELD.

\* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM THEE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGERS, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

**MELCHERS & Co., GENERAL AGENTS.**

Hongkong, 21st September, 1912. 1113

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POWER OF ATTORNEY FORM ... 0.25

MAIL TABLES for 1912 ... 0.30 &amp; 0.25

ON SALE.



## SHIPPING

## ARRIVALS

CALCUTTA, British str., 4,278, J. W. Walker, 30th October—Shanghai 27th October, General—Butterfield & Swire.

CHENAN, British str., 30th October—Canton.

HAIYANG, British str., 1,384, A. E. Hodgins, 30th October—Swatow 29th October, General—Douglas, Lapraik & Co.

JESERIC, British str., 3,114, R. White, 30th October—Kobe 27th October, General—Arnold, Karberg & Co.

JINSEN, MARC, Japanese str., 3,284, Machida, 30th October—Singapore 29th October, General—Nippon Yusen Kaisha.

KASCA, Japanese cruiser, 7,700, Machida, 30th October—Amoy 28th October.

LOONGSANG, British str., 1,023, W. G. G. Leask, 30th October—Manila 28th October, General—Jardine, Matheson & Co.

MATHILDE, German str., 831, G. Schlai-kier, 30th October—Hohow 28th October, Rice and General—Jensen & Co.

NIPPON, Austrian str., 4,015, E. Tarn-buch, 30th October—Singapore 28th October, General—Sander, Wiele & Co.

SPEZIA, German str., 3,871, Hennecke, 30th October—Shanghai 27th October, General—Hamburg-America Linie.

TINGSANG, British str., 30th October—Canton.

YONCK, German str., 5,001, H. Rehm, 30th October—Singapore 28th October, Mails and General—Melchers & Co.

## CLEARANCES

## AT THE HARBOUR MASTER'S OFFICE.

October 30th.

CALCUTTA, British str., for Singapore.

CHENGSHING, British str., for Canton.

DAIICHI MARU, Japanese str., for Moji.

JINSEN MARU, Japanese str., for Moji.

JOCKSEN, German str., for Bangkok.

## DEPARTURES

October 30th.

BENARTY, British str., for Cebu.

CHENGSHING, German str., for Singapore.

HAIYANG, British str., for Swatow.

RANGON MARU, Japanese str., for S'pore.

ROMANY, British str., for Saigon.

SOSHU MARU, Japanese str., for Swatow.

TAISHUN, Chinese str., for Shanghai.

TIKINI, Dutch str., for Batavia.

Too Sui, Chinese str., for Foochow.

## SHIPPING REPORTS.

The British str. *Calcutta* reports: Good voyage, strong following wind and sea.

The British str. *Loongsang* reports: Fresh northerly wind and large N.W. sea.

The British str. *Haiyang* reports: Strong to moderate N.E. wind, overcast and westerly weather; thence to Swatow moderate to strong N.E. wind, dull overcast weather; thence to Hongkong strong N.E. wind, high to light variable wind and smooth sea, fine weather.

## VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Persia* is due at Hongkong on the 2nd November, between 6 and 8 a.m.

The P.M. str. *Korea*, carrying the American mail, left Yokohama for Hongkong via Shanghai on the 30th October, between 8 and 10 a.m.

The P.M. str. *Siberia* left San Francisco for Hongkong via Honolulu, the Japan ports, Shanghai and Manila on the 30th October.

THE AUSTRALIAN MAIL.

The I.M.C. str. *Lucie Stirling* left Sydney on the 19th October, at 11 a.m., and may be expected here on or about the 11th November.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 18th October, p.m.

MERCHANT STEAMERS.

The P. & O. str. *Wye* left Singapore for this port on the 26th October, at 7 a.m., and is due here on the 31st October about 4 p.m.

The str. *Dilwara*, from Shanghai and Kobe left Moji on the 27th October, p.m., and may be expected here on or about the 31st October, p.m.

The Austrian Lloyd's str. *Ching* left Shanghai for this port on the 27th inst., and will arrive here on the 31st inst.

The str. *Erroll* (from Glasgow and Liverpool), a.m., and is therefore due here on the 1st November.

The I.G.M. str. *Coblenz* left Kuchinotau on the 29th October, at noon, and may be expected here on or about the 1st November, at 6 a.m.

The "Ben Line" str. *Bemohr*, from Leith, Middlesbrough, and London, left Singapore on the 29th October, for this port, and is expected to arrive here on or about 5th November.

The "Barber Line" str. *Wray Castle* sailed from New York on the 18th August for Hongkong via the Straits.

The B.L. str. *Egmont Castle* sailed from New York on the 12th Sept. for Far East.

The str. *Glenn* passed the Suez Canal on the 15th October, for Hongkong via Straits.

The Bank Line str. *Potter* sailed from New York on the American and Oriental Line service for Far Eastern ports via Suez Canal on the 6th October.

INDO-CHINA STEAM NAVIGATION CO., LTD.

*Choyang*, from Shanghai, is due in Hongkong on 1st November.

*Onsang*, from Chinwantan, is due in Hongkong on 2nd November.

*Chungking*, from Java, is due in Hongkong on 9th November.

*Tungshing*, from Hongkong, is due in Hongkong on 1st November.

*Yatsing*, from Calcutta, is due in Hongkong on 11th November.

SHIRE LINE.

The str. *Denbighshire*, from London, is due in Hongkong on 6th November.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

*Lavada*, from Rangoon, is due in Hongkong on 8th November.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K" nearest Hongkong "H" midway between Hongkong and Kowloon "M" and those vessels berthing at the Kowloon Wharf "K.W." together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, VIA USUAL PORTS OF CALL.	INDIA	Brit. str.	—	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	On 9th Nov., at Noon.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	H. N. Rivers, R.N.E.	P. & O. S. N. Co.	About 13th Nov.
BREMEN HAMBURG & ANTWERP, &c.	FLINTSHIRE	Ger. str.	—	Lotz	JARDINE, MATHESON & Co., Ltd.	On 20th Nov.
HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	—	Karlberg	HAMBURG-AMERICA LINE	On 22nd Nov.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	—	Karlberg	HAMBURG-AMERICA LINE	On 24th Nov.
HAVRE, ROTTERDAM & HAMBURG, &c.	SCANDIA	Ger. str.	—	Karlberg	HAMBURG-AMERICA LINE	On 26th Nov.
HAARLEM & HAMBURG, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 6th Nov., at D'light.
ROTTERDAM & HAMBURG, &c.	SENIGAMBIA	Ger. str.	—	Robor	HAMBURG-AMERICA LINE	On 10th Nov.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	ARAGONIA	Ger. str.	—	Enick	HAMBURG-AMERICA LINE	On 5th Dec.
VICTORIA, B.C. & SEATTLE VIA JAPAN, &c.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSHN KAISHA	To-day, at 2 P.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	YOKOHAMA MARU	Jap. str.	—	N. Koda	NIPPON YUSEN KAISHA	On 7th Nov., at Noon.
VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &c.	LOD CURZON	Brit. str.	—	N. Kobayashi	OSAKA SHOSHN KAISHA	On 12th Nov., at 2 P.M.
TRIESTE, Fiume, Venice via Singapore, &c.	CHINA	Aus. str.	—	Haughton	THE BANK LINE, LTD.	On 20th Nov.
TRIESTE, via Singapore, Penang, Colombo, &c.	BOHEMIA	Aus. str.	—	Haughton	SANDER, WIELE & Co.	About 1st Nov.
BOSTON & NEW YORK VIA SUEZ CANAL.	CITY OF BARODA	Am. str.	—	Haughton	SANDER, WIELE & Co.	On 19th Nov., at 5 P.M.
BALTIMORE & NEW YORK VIA SUEZ CANAL.	INDRAKUALA	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & Co., Ltd.	About 25th Nov.
BALTIMORE & NEW YORK	SAINT PATRICK	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & Co., Ltd.	About 14th Nov.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & Co., Ltd.	On 16th Nov., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & Co., Ltd.	On 14th Dec., at 7 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	TESTO SUGEN MARU	Jap. str.	—	E. Bent	TOYO KAISEN KAISHA	On 5th Nov., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	PERSEA	Am. str.	—	E. Bent	PACIFIC MAIL S.S. Co.	On 12th Nov., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	KITANO MARU	Jap. str.	—	E. Bent	PACIFIC MAIL S.S. Co.	On 19th Nov., at 1 P.M.
COPENHAGEN & BALTIC PORTS.	JAPAN	Swed. str.	—	E. Finlayson	ARTHUR NIELSEN & Co.	About 28th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	L. Klugkist	BUTTERFIELD & SWIRE	To-morrow.
AUSTRALIAN PORTS	COLEMAN	Ger. str.	—	L. Klugkist	MELOCHERS & Co.	On 2nd Nov., at 9 A.M.
AUSTRALIAN PORTS	COLEMAN	Ger. str.	—	L. Klugkist	MELOCHERS & Co.	On 9th Nov.
AUSTRALIAN PORTS	COLEMAN	Ger. str.	—	L. Klugkist	MELOCHERS & Co.	On 22nd Nov., at Noon.
REPORTS VIA MAURITIUS.	NIPPOK MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	Beginning of January.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	HONGKONG MARU	Jap. str.	—	M. Yagi	TOYO KAISEN KAISHA	On 3rd Dec., at Noon.
YOKOHAMA & KOBE	NIPPON	Aus. str.	—	M. Yagi	SANDER, WIELE & Co.	About 31st inst.
YOKOHAMA & KOBE	LAWADA	Brit. str.	—	C. H. Lane	JARDINE, MATHESON & Co., Ltd.	On 10th Nov., at Noon.
YOKOHAMA & KOBE	TANGO MARU	Jap. str.	—	C. H. Lane	NIPPON YUSEN KAISHA	On 7th Nov., at 11 A.M.
YOKOHAMA & KOBE	TESTO SUGEN MARU	Jap. str.	—	D. Leas	OSAKA SHOSHN KAISHA	About 12th Nov.
YOKOHAMA & KOBE	KITANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 20th Nov., at Noon.
YOKOHAMA & KOBE	TILIWONG	Dut. str.	—	M. Winckler	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE	CHONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 8th Nov., at Noon.
YOKOHAMA & KOBE	HUTCHOW	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 13th Nov., at 4 P.M.
YOKOHAMA & KOBE	KALANG	Brit. str.	—	D. A. Davies	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
YOKOHAMA & KOBE	YONCK	Ger. str.	—	H. Rehm	MELOCHERS & Co.	To-day, at 9 A.M.
YOKOHAMA & KOBE	CHENAN	Brit. str.	—	L. Jones	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA & KOBE	DENBIGHSHIRE	Brit. str.	—	L. Jones	JARDINE, MATHESON & Co., Ltd.	About 1st Nov.
YOKOHAMA & KOBE	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 1st Nov.
YOKOHAMA & KOBE	LYNAN	Brit. str.	—	C. O. Williams	BUTTERFIELD & SWIRE	On 2nd Nov., at M'night.
YOKOHAMA & KOBE	HANGSANG	Brit. str.	—	Sponcer Wilde	JARDINE, MATHESON & Co., Ltd.	On 3rd Nov., at D'light.
YOKOHAMA & KOBE	BOHEMIA	Aus. str.	—	Sponcer Wilde	SANDER, WIELE & Co.	On 4th Nov., at D'light.
YOKOHAMA & KOBE	AUSTRALIAN	Freestr.	—	Costa	MESSAGERIES MARITIMES	On 4th Nov., at 6 P.M.
YOKOHAMA & KOBE	CHUNGSHA	Brit. str.	—	D. Macdonald	DAVID SAABSON & Co., Ltd.	On 5th Nov., at 3 P.M.
YOKOHAMA & KOBE	TESTO SUGEN MARU	Jap. str.	—	J. Teramachi	NIPPON YUSEN KAISHA	On 6th Nov.
YOKOHAMA & KOBE	ASSAYE	Am. str.	—	G. W. Cookman, R.N.E.	P. & O. S. N. Co.	About 7th Nov.
YOKOHAMA & KOBE	NAMANG	Brit. str.	—	G. M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 11th Nov., at Noon.
YOKOHAMA & KOBE	KIRIN MARU	Jap. str.	—	M. Deguchi	NIPPON YUSEN KAISHA	On 11th Nov.
YOKOHAMA & KOBE	LIBERIA	Ger. str.	—	Metanthin	HAMBURG-AMERICA LINE	On 13th Nov.
YOKOHAMA & KOBE	CEYLON	Swed. str.	—	Norfolk	ARTHUR NIELSEN & Co.	On 17th Nov.
YOKOHAMA & KOBE	TJUDAS	Dut. str.	—	Norfolk	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHN KAISHA	On 6th Nov., at Noon.
YOKOHAMA & KOBE	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSHN KAISHA	On 13th Nov., at 8 A.M.
YOKOHAMA & KOBE	DAIGO MARU	Jap. str.	—	Y. Somakawa	OSAKA SHOSHN KAISHA	On 3rd Nov., at 10 A.M.
YOKOHAMA & KOBE	HAIYANG	Brit. str.	—	A. E. Hodgins	DOUGLAS LIPRAIK & Co.	To-morrow, at 11 A.M.
YOKOHAMA & KOBE	TINGSANG	Brit. str.	—	J. W. Evans	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 3rd Nov., at 10 A.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 5th Nov., at 11 A.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 8th Nov., at 11 A.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 2nd Nov., at 2 P.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 5th Nov., at 4 P.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 7th Nov., at 4 P.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 9th Nov., at 4 P.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 16th Nov., at 4 P.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	Quick despatch.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 11th Nov.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 2nd Nov., at Noon.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 2nd Nov.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 4th Nov., at Noon.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 5th Nov., at 1 P.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	About 7th Nov.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	Middle of Nov.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 3rd Nov., at 10 A.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	—	J. W. Evans	DOUGLAS LIPRAIK & Co.	On 6th Nov., at 9 A.M.

## INDO-CHINA S. N. V. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAMERS	TO SAIL
SWATOW, SHANGHAI, CHEFOO, AND NEWCHOW	"TINGSANG"	Friday, 1st Nov., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 2nd Nov., Noon.
MANILA	"LOONGSANG"	Saturday, 2nd Nov., 2 P.M.
SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 3rd Nov., D'light.
SINGAPORE & SOERABAYA	"FAUSANG"	Monday, 4th Nov., Noon.
TIENSIN	"CHEONGSHING"	Friday, 8th Nov., Noon.
SHANGHAI, KOBE & MOJI	"KUMSANG"	Saturday, 9th Nov., 2 P.M.
SHANGHAI, KOBE & MOJI	"YAMKANG"	Monday, 11th Nov., Noon.

## RETURN TOURS TO JAPAN.

The Steamers "Kumsang" and "Yamkang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Yangtze, Peking, Chefoo, Tientsin, Daire, Weihaiwei, Taingtau and Newchwang.

Telephone No. 215, Sub. Exch.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,

Hongkong, 30th October, 1912.

GENERAL MANAGERS. (15)

## THE ROYAL MAIL STEAM

## PACKET COMPANY.

## "SHIRE" LINE SERVICE.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

FOR	STRAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	"DENBIGHSHIRE"	About 1st Nov.
LONDON & ANTWERP	"FLINTSHIRE"	On 20th Nov.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans.

Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

AGENTS.

Hongkong, 24th October, 1912.

(59)

## BRITISH INDIA S. N. CO., LD.

## NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

## KOBE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "LAWADA" 3,269 tons, Captain C. H. Lane, will be despatched for YOKOHAMA and KOBE on 10th Nov., at Noon, to be followed on 21st Nov., by S.S. "OKARA," Capt. Evans, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

AGENTS.

Telephone No. 215.

Hongkong, 21st October, 1912.

(12)

## CANADIAN PACIFIC ROYAL MAIL

## STEAMSHIP LINE.

## VIA VANCOUVER

## AND

## THE CANADIAN PACIFIC RAILWAY

## PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B.

## SUBJECT TO ALTERATION.

## FOR VANCOUVER.

From Hongkong.

"EMPEROR OF JAPAN" Sat., 16th Nov.

"MONTEAGLE" Sat., 14th Dec.

"EMPEROR OF INDIA" Sat., 11th Jan.

"EMPEROR OF JAPAN" Sat., 8th Feb.

Steamships leave HONGKONG at 7 A.M.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, Train and at ST. JOHN, N.B., with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10

Intermediate Steamship "443" "245."



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NILE	About 1st Nov.	Freight and Passage.
SHANGHAI	ASSAYE	About 7th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	INDIA	Noon, 9th Nov.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA	About 13th Nov.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 31st October, 1912

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 31st Oct., 4 P.M.
TSINGTAU & NEWCHANG	"KALCAN"	On 1st Nov., 11 P.M.
SHANGHAI	"LINAN"	On 2nd Nov., 11 P.M.
HAIPHONG	"SUNGKANG"	On 3rd Nov., 10 A.M.
MANILA, CUBU and ILOILO	"TAMING"	On 5th Nov., 4 P.M.
TIENTSIN	"HUICHOW"	On 13th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "BANUI"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE.

Hongkong, 31st October, 1912. TELEPHONE 35. AGENTS. 18

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 1st Nov., at 11 A.M.
"HAICHING"	Capt. W. O. Peasmore	TUESDAY, 5th Nov., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 8th Nov., at 11 A.M.

For SWATOW AND RETURN.  
(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 3rd Nov., at 10 A.M.
		WEDNESDAY, 6th Nov., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
General Managers.

Hongkong, 31st October 1912.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN EMPIRE	15th Nov.	On 9th Nov., Noon. On 7th Dec., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
Agents.

# HAMBURG-AMERIKA LINIE.

## IN CONJUNCTION WITH

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also to Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. LIBERIA	13th Nov.
S.S. ALBESIA	19th Nov.
S.S. SAMBIA	5th Dec.
S.S. ARMENTIA	17th Dec.
S.S. BRISGAVIA	3rd Jan.
S.S. SILESIA	14th Jan.
S.S. O. J. D. AHLERS	26th Jan.
S.S. STEVIA	10th Feb.

For Further Particulars, apply to—

For HAYRE & HAMBURG:	S.S. ARCADIA	5th Nov.
For MARSEILLES & HAMBURG:	S.S. SENEGAMBIA	10th Nov.
For HAYRE, BREMEN & HAMBURG:	S.S. SCANDIA	15th Nov.
For BREMEN, HAMBURG & ANTWERP:	S.S. SITHONIA	22nd Nov.
For HAYRE, ROTTERDAM & HAMBURG:	S.S. BAYERN	27th Nov.
For ROTTERDAM & HAMBURG:	S.S. ARAGONIA	5th Dec.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 31st October, 1912.

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# TOYOKISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE-TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND  
TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

## "NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
TENYO MARU	E. Bent	TUESDAY, 5th Nov., NOON.
SHINYO MARU	H. S. Smith	TUESDAY, 25th Nov., at Noon.
CHIYO MARU	W. W. Greene	SATURDAY, 21st Dec., at Noon.
NIPPON MARU	A. G. Stevens	SATURDAY, 11th Jan., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 5th November, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

# COMPAGNIE MARITIME

## INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS

## TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalanc.

(1st and 2nd CLASSES) will leave Hongkong for  
KWANG CHOW WANG and HAIPHONG,  
on WEDNESDAY, the 6th Nov., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers	Captains	Leaves
"SEATTLE MARU"	T. Saito	THURSDAY, 31st Oct., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	TUESDAY, 12th Nov., at 2 P.M.
"CHICAGO MARU"	K. Koci	THURSDAY, 28th Nov., at 2 P.M.
"CANADA MARU"	K. Koci	TUESDAY, 10th Dec., at 2 P.M.
"TACOMA MARU"	T. Hanada	THURSDAY, 26th Dec., at 2 P.M.
"PANAMA MARU"	J. Kanoo	SATURDAY, 4th Jan., at 2 P.M.

\* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.  
† Calling at SHANGHAI, MOJI, ...  
‡ Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## SOUTH CHINA COAST AND FORMOSA SERVICE.

For FOCHOW via SWATOW AND AMOY.

Steamer	Captain	Leave
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 6th Nov., at Noon.

For TAMSUI via SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIGI MARU"	Y. Somekawa	SUNDAY, 3rd Nov., at 10 A.M.
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 10th Nov., at 10 A.M.

For ANPING AND TAKAO via SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WEDNESDAY, 13th Nov., at 8 A.M.

For CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 8th Nov.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soen Yip Wharf (near the Harbour Office, Raza Central).

For FURTHER INFORMATION, apply to

S. HIROL,

MANAGER.

Second Floor, No. 1, Queen's Building.

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# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS  
HOMEWARD PASSENGER SEASON 1913.MARSEILLES AND LONDON  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	Steamer	Tons	
INDIA	8000	MOOLTAN	10000	Feb. 15
ASSAYE	7500	MALAJA	12500	Feb. 21
HIMALAYA	7000	MOREA	11000	Mar. 1
DEVANHA	8000	MARMOHA	10500	Mar. 7
DELTA	8000	MEDINA	12500	Mar. 29
INDIA	8000	Through Steamer		Mar. 29
ASSAYE	7500	MONGOLIA	10000	Apr. 12
DEVANHA	8000	MACEDONIA	10500	Apr. 26
CHINA	8000	MALWA	11000	May 10
				May 16
				May 24
				June 7
				June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved; Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £110 SINGLE, £206.14 RETURN.

2nd SALOON £48.88 SINGLE, £97.76 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS  
(INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR  
LONDON  
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

STEAMERS	Tons	Leave	Due	Due
		HONGKONG	MARSEILLES	LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	7000	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES  
FARES TO LONDON:  
1st SALOON £85.00 SINGLE, £170.00 RETURN.

2nd SALOON £33.10 SINGLE, £66.20 RETURN.

For further Particulars, apply to—

H. W. D. SHALLARD,  
ACTING SUPERINTENDENT.

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU	16,000	WEDNESDAY, 6th Nov., at Daylight.
	IYO MARU	12,500	WEDNESDAY, 20th Nov., at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	*YOKOHAMA MARU	12,500	THURSDAY, 7th Nov., at Noon.
	INABA MARU	12,500	TUESDAY, 19th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,600	FRIDAY, 22nd Nov., at Noon.
	KUMANO MARU	9,300	FRIDAY, 20th Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU	12,500	SATURDAY, 2nd Nov.
BOMBAY via SINGAPORE, PENANG and COLOMBO	KAWACHI MARU	12,500	MONDAY, 11th Nov.
KOBE and YOKOHAMA	TANGO MARU	13,500	THURSDAY, 7th Nov., at 11 A.M.
SHANGHAI, MOJI and KOBE	SANUKI MARU	12,500	WEDNESDAY, 6th Nov.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU	9,300	WEDNESDAY, 20th Nov., at Noon.
SHANGHAI, KOBE and YOKOHAMA	KIRIN MARU	5,000	MONDAY, 11th Nov.

\* Fitted with New System of Wireless Telegraphy. † Cargo only. \* Omitting Shanghai.

## 1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMER	TONS	DISPLACEMENT	LEAVING HONGKONG.
MISHIMA MARU	16,000	16,000	29th January
KAGA	12,500	12,500	12th February
ATSUTA	16,000	16,000	26th February
HITACHI	13,000	13,000	12th March
MYASAKI	16,000	16,000	26th March
KITANO	12,500	12,500	9th April
IYO	12,500	12,500	23rd April
HIRANO	16,000	16,000	7th May
TANGO	13,500	13,500	21st May

FOR AMERICA.

INABA MARU	12,500	11th February
SHIDZUOKA	12,500	25th February
TAMBA	12,500	11th March
AWA	12,500	25th March
SADO	12,500	4th April
YOKOHAMA	12,500	22nd April
INABA	12,500	6th May
SHIDZUOKA	12,500	20th May

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 241.

112-13-666